AMENDMENTS TO THE SPECIFICATION:

Please replace the following numbered paragraphs with the following rewritten paragraphs:

[13] Referring to Figure 2, the air spring assembly 16 is illustrated in cross-section. The air spring assembly 16 is defined along an axis A and includes a ~~piston support~~outer piston 26, a piston airbag 28 and a primary airbag 30. An upper mount 32 attached to the primary airbag 30 and a lower mount 31 (illustrated schematically) preferably provide attachment for the air spring assembly 16.

[14] The ~~piston support~~outer piston 26 is preferably a cylindrical member defined about the axis A. The outer piston 26 is preferably attached to the lower mount 31 at welds W or the like. The ~~piston support~~outer piston 26 and the lower mount 31 are relatively rigid components. It should be appreciated that other mount arrangements such as struts and the like will also benefit from the present invention.

[15] The piston airbag 28 is a resilient member and attached to the outer piston 26 through a first band 36 and a second band 38. It should be understood that other attachments will likewise benefit from the present invention. The piston airbag 28 defines a first volume V1 between the bands 36, 38 and a piston airbag outer surface ~~4049~~ and outer piston 26.

[18] The piston airbag 28 operates as a rolloff piston surface for the primary airbag 30. That is, the primary airbag provides a rolling lobe over a piston of a variable diameter. That is, the primary airbag rolls along the outer surface 49 of the piston airbag 28. By changing the volume V1 or pressure P1 within the piston airbag 28 the outer diameter of the piston airbag 28 changes. A change in the piston airbag 28 volume V1 thereby changes the effective piston area of the primary ~~air spring~~airbag 30. It is also understood that the primary airbag 30 will exert a pressure P2 against the piston airbag 28, tending to reduce the outer diameter 49 until an equilibrium diameter is reached. Therefore a change in pressure P1 will change the radial spring rate of the piston airbag 28 and change the equilibrium diameter also effecting the primary airbag 28 spring rate.

[19] Referring to Figure 3, increasing the air pressure within the volume V1 increases the diameter of the piston airbag 28 to obtain a greater spring rate and ride height. That is, the increase in diameter of the piston airbag 28 results in an extension of the ~~airbag~~air spring

assembly 16 as volume V1 effectively provides a larger rolloff piston. The opposite results are obtained when the pressure within the piston airbag 28 is reduced as volume V1 respectively decreases (Figure 4).

[20] A relatively small change in volume V1 provides a change in the spring rate of the primary ~~air spring~~airbag 30 as the diameter of the rolloff surface is selectively modified. A change in the pressure within the volume V1 couples a change in spring rate with a change in ride height when the pressure within volume V2 is maintained. The compression and rebound rates may alternatively be decoupled by simultaneously changing the volume of both V1 and V2.